

DECLASSIFIED

P.R.C.

ADC FG

History  
15th Fighter Interceptor Squadron, ADC  
Period Ending 31 December 1962

CLASSIFIED BY \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO YEAR  
INTERVALS DECLASSIFIED ON DECEMBER  
31, 1970

DECLASSIFIED

419708



RCS: AU-D5

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CLASSIFIED BY  
DATE 11/11/73  
REVIEWED AT TWO YEAR  
INTERVALS OR DECEMBER  
1970

P.R.C.

# HISTORICAL RECORD

of the

15th Fighter Interceptor Squadron (FIS)

for the period ending

31 December 1962



(By authority of  
Volcani phone call  
of 8 Nov 68)

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C-4022

28AD17262

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## Section I.

## REQUIRED DATA

## 1. UNIT AND LOCATION

15th Fighter Interceptor Squadron (AWC)  
Davis-Monthan Air Force Base, Arizona

## 2. NAME AND GRADE OF COMMANDER

David Rennie, Lt Col

## 3. CHAIN OF COMMAND (Superior Echelons)

United States Air Force  
Air Defense Command  
25th Air Division  
Alconin Air Defense Sector  
15th Fighter Interceptor Squadron

## 4. SUBORDINATE UNITS (Down to and including squadrons)

Not applicable.

## 5. MISSION (Give authority and brief statement of primary mission)

Authority: AFM 20-3  
AFM 10-2

Mission: 112-163 to achieve and maintain a level of operational effectiveness which will enable the unit to provide trained air defense combat ready crews and aircraft for active air defense of the United States.

## 6. PERSONNEL

|          | OFFICERS | AIRMEN | CIVILIANS | TOTAL |
|----------|----------|--------|-----------|-------|
| ASSIGNED | 64       | 427    | 0         | 491   |
| ATTACHED | 0        | 0      | 0         | 0     |

## 7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

F-101D - 16  
F-33 - 3

## CUBAN CRISIS

The first official word received by the 15th FIS was at 1745Z on 22 Oct 62, when GND 1070 declared DEFGON 5 Delta. Operations declared a mass upload of possessed aircraft at 1750Z. Four aircraft engaged in a normal training mission were immediately recalled, turned around, and uploaded. By 1840Z twelve of the fourteen aircraft possessed were on five minute status.

Dispensal was directed by Phoenix AFB at 2010Z. Although this squadron had only attained a phase I dispersal capability, most aspects of a phase III dispersal were required.

Four aircraft armed with primary and secondary weapons were ordered to Williams AFB, in spite of current regulations which prohibited flying of nuclear armed interceptors in conditions less than DEFGON I. One of these aircraft returned shortly after take-off due to inoperative radar. A blown starter on the replacement aircraft caused a potential Broken-Arrow. The starter was replaced and the aircraft returned to Williams AFB without further incident.

At 2100Z GND 1070 notified the squadron that all aircraft were to be put on fifteen minute alert status. DEFGON III Delta was declared at 2300Z, which returned all possessed aircraft to five minute status.

At 0001Z Charlie declared at 0001Z, 23 Oct 62, downgraded our alert to fifteen minutes at sun. A total of ten aircraft were kept on constant fifteen minute alert and during daylight hours when two of these aircraft at Davis-Danah were reduced to five minute status for identification purposes. DEFGON III Bravo was declared at 1830Z, 3 Nov 62. This status permitted resumption of a reduced training effort.

Four aircraft were retained at Williams AFB from the 22 of October until the 16th of November. These aircraft were established on fifteen minute alert at 2115Z, 22 October.

A combat alert center was set-up in Williams AFB, Base Operations with aircrew flying quarters in the conference room. Aircrews were briefed on standard departures and an OM was established for scramble although no IFO AFIO's existed. Base crash crews were informed of Broken-Arrow procedures. The old transient alert building was obtained as living quarters for the ground crews. Messing facilities were available at the consolidated mess. Transportation was furnished by Williams AFB until vehicles were obtained from GSA motor pool.

Special problems were encountered in the following areas: Personnel and equipment were kept at Williams AFB on TDY status from this unit. Equipment for starting the aircraft was found to be insufficient to maintain four aircraft on higher than fifteen minute status. Additional men and equipment arrived at Williams AFB at 0000Z, 23 October 1962.

Security for the aircraft was dependent upon four airpolicemen at Williams that had the required secret clearance plus augmentation guards with interior secret clearances. Augmentation guards were later assigned from this unit as guards during daylight hours.

The existing communications between FUESS and Williams was a commercial line through the Williams and Luke AFB switch boards. A request was made immediately to the telephone company to install a direct scramble and recovery communication system. This system was completed at 1100Z, 23 October 1962.

A request for IFR AFIO departures and recoveries was initiated immediately. During the ten days it took to get these AFIO's standard departures and recoveries were used.

Twenty-four hour day operation of [redacted] Base Operations, F10 Department, and [redacted] Crews was necessary to support our detached unit. These Departments are normally equipped only for a twelve hour day. Normal training and operating hours remain in effect, according to Williams AFB War Plan during DEFCON 3. Prior planning had assumed that DEFCON 2 or higher would be in effect when dispersal was implemented.

Space available and the minimum quantity distance for the weapons required the aircraft to be parked approximately one mile from Base Operations.

All F-101-B/F aircraft require a seventy-two hour inspection. This necessitated rotation of the deployed aircraft every forty-eight hours. Normal training missions were completed in the rotation of aircraft except when these aircraft were carrying military armament.

(If additional space is required, continue on blank sheets, size 8x10 1/2, appropriately numbered, and attached securely hereto)

PRINTED NAME AND GRADE OF COMMANDER

DAVID GERRILL, Lt Col, USAF

SIGNATURE

*David Gerrill*